

THE TRANSFORMER



CONGRATULATIONS TO TRANSPORTATION'S NEWEST CHIEFS

AFSC 2TOXO

Hamilton, Darryl M.
Johnson, John E Jr.
Ramsey, Tracy L.

AFSC 2T1XO

Graves, Theodore L.
Tate, Timothy W.
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Langer, Joseph E.
Larson, Patrick T.
Vinup, Maria T.

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Billings, David W.
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TRAFFIC MANAGEMENT

Patriot Express Customer Improvements

By Cindy Rothenbach

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Effective 8 Jun 02, as a result of an AMC Focus Group initiative, changes have been made to the Global Air Transportation Execution System (GATES). The changes allow Transportation Offices (TOs) to assign seats to passengers at the time of booking. Passengers no longer have to wait until check in to get their seat assignments. Passengers simply need to contact the local transportation office or passenger reservation center. Other PE improvements include upgraded meals to business class, movies, snacks, napkins/headrest with AMC logos, children's fun kits, and special meals. Future initiatives include a PE information brochure so passengers will know what to expect while traveling during delayed missions (e.g. meals, billeting, transportation, etc.) and available amenities as well as posters with pictures of the charter carriers who operate PE missions and their aircraft. The brochures will be made available to passengers at the AMC gateways, enroutes, and TOs. Posters will be placed in the TOs' customer areas. AMC continues to work aggressively with our charter airlines and customers to improve the travel experience of all DoD passengers.

Northwest Airlines Changes Baggage Policy

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Effective December 15, 2002, Northwest Airlines has modified its baggage policy for domestic travel (U.S., Canada, Caribbean, Mexico). Each ticketed passenger traveling domestically is allowed two pieces of checked luggage and one piece of carry-on luggage plus a purse, brief case or laptop case. The "free" weight allowance for passengers checked luggage was reduced from 70 pounds to 50 pounds per piece. Any luggage weighing over 50 pounds will be assessed excess luggage charges depending on the weight. Luggage weighing between 50 and 70 pounds will be assessed \$25 per piece, and luggage weighing between 70 and 100 pounds will be assessed \$50 per piece. Luggage weighing over 100 pounds will not be accepted as checked luggage. The maximum total linear dimension (length plus width plus height) per piece of checked luggage is 62 inches. The policy for international travel remains unchanged.

However, there is some good news. Northwest Airlines has agreed to waive these fees for our military members traveling either TDY/TAD or PCS. You must show a copy of your travel orders to receive this waiver. The waiver does not apply to military family members or leisure travel.

Gifts to the Department of the Air Force

By Lt Col Steven W. Pearson

AF/ILGD

AF Pentagon, VA

DSN 227-4742)

Many Logistics Readiness Squadrons (formerly TMO) receive requests to move donations in support of our troops deployed overseas. The Air Staff receives at least one request per day during the holiday season. To help expedite these request, we have included some helpful hints and points of contacts to assist help you as you work these issues. First, read and understand AFI 51-601, *Gifts to the Department of the Air Force*. It has a wealth of information and gives excellent guidance on how the donations process should work.

The Air Force Judge Advocate has ruled that if the donations are low-value items, AF personnel can accept directly without going through the AFI 51-601 process, and they can be transported by MILAIR on a space-A basis. If, however, the items exceed \$20 per person, then the items will have to be donated as gifts to the Air Force under AFI 51-601, requiring AFPC/CC approval.

If donated items are going to a CENTCOM AOR, then items require coordination through CENTAF. If the donations are cookies, pies, Christmas trees or other agricultural items, ensure they comply with U.S. Customs requirements. If the gifts are to personnel other than solely AF, then OSD Public Affairs will determine whether the gift is appropriate and establish procedures for processing the donations.

Agencies accepting donations are required to coordinate airlift requests through appropriate channels to expedite applications for opportune or special airlift missions. Requests must include a detailed description, size, weight, and approximate dollar value of donated items. Once the AF formally accepts donations, they become AF property and are eligible for airlift. If no funding code is provided, AF validators will take necessary actions to request opportune airlift. USTRANSCOM is the final approval authority for all airlift requirements.

If you get requests for donations, and after referring to AFI 51-601 you still have questions on proper procedures, contact your local JAG, Services Squadron, or one of the POCs I've included. Most people don't understand the donation process; if you can educate them, the gifts will get to the right place much easier, and with less frustration on everyone's part. If you have questions, give us a call.

POCs:

- a. Chief, Air Force Family Matters, DSN 227-4720
- b. AFPC/DP-San Antonio, DSN 665-2054
- c. Humanitarian Efforts, (703) 601-3653
- d. AF/ILV (Services), (703) 604-6420/4928
- e. OSD-Comptroller, DSN 227-6142
- f. OSD-Public Affairs, DSN 227-5387
- g. Denton Program, (202) 347-9211, ext. 215
- h. Political & Military Affairs/ Int'l Security Operations, (202) 647-4111

- i. American Red Cross Liaison, (703) 206-8517
- j. DLA Troop Donation Program, (703) 767-7508 (Bosnia & Kosovo Only)

The Pet Travel Scheme (PETS)

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The Pet Travel Scheme (PETS) is a program within the United Kingdom that allows pets, (cats and dogs only) coming from certain qualifying countries (including the United States and Canada) to enter the UK without having to go through the normal 6-month quarantine. Personnel bringing pets into the UK should be briefed that pet entry is limited to specific sea, rail and air routes. Unfortunately, for now, the AMC "Patriot Express" rotator flight to RAF Mildenhall is not currently an approved route. Customers can log onto: <http://www.defra.gov.uk/animalh/quarantine/index.htm> to view qualifying countries and approved routes.

In order for the pet to enter the UK without quarantine, the pet must be identified with a microchip, vaccinated against rabies (but not before it is 3 months old), successfully blood tested at a laboratory recognized by Department for Environment, Food and Rural Affairs (DEFRA), issued an official PETS certificate, treated against ticks and tapeworms, and issued an official certificate of this treatment.

Owners of the pets entering the UK from outside the European Community are required to complete customs clearance requirements. An agent, travel company, or airline should be able to do this for you for a fee. Alternatively, customers may be able to obtain the necessary customs forms and make their own arrangements prior to their arrival by contacting the customs authorities at their arrival point in the UK.

It is still against the law in Great Britain to possess some types of dogs, and meeting the requirements for PETS will not change that law. To determine which dogs are not allowed, please refer to the OCONUS PPCIG and the web site listed above. Pet-owners must make sure they meet and understand all rules and requirements before bringing their pets into the UK. Customers with questions may contact DEFRA directly at telephone: 44-(0) 870-241-1710, view the web page listed above, and visit their local Transportation Office.

E-Commerce Comes to USAFE Freight Flights

By Mr. Jack Tracey

National Air Cargo

On 7 July 1997, Dr Hamre, then Deputy Secretary of Defense, signed Management Reform Memorandum (MRM) 15, which mandated the reengineering of Defense Transportation Documentation and Financial Processes. Over the next several years, the Services explored a wide range of initiatives to improve business processes in air, land and sea transportation. As one of its initiatives, the Air Force chose to develop an e-commerce link to express freight carriers and the billing/bill paying system through the Cargo Movement Operations System (CMOS).

This initiative resulted in the commercial express airfreight carriers producing software modules that were individually loaded into CMOS, much as a software upgrade might be loaded to a basic program such as Microsoft Word. These carrier-produced software modules are known generically as Industry Information Processors (I2P). I2P allows freight flight personnel to use CMOS to compare the rates of the various express carriers for a particular shipment, select the most advantageous carrier, order the service directly from the carrier, and print all necessary shipping documents. Additionally, the electronic file generated by this process is sent through Air Force systems to US Bank's Power Track system (the DoD contracted bill paying system). If the electronic file from the express carrier matches the electronic file forwarded through Air Force accounting systems, Power Track pays the bill automatically.

CONUS Freight Flights have enjoyed the efficiency, streamlined paperwork, and simplified bill-paying/accounting offered by I2P for several years. However, because international transportation is significantly more complex than cargo movement within CONUS, the express carriers have been reluctant to commit the resources necessary to develop an overseas version of I2P or OSI2P—until now.

In December 2001, HQ USAF Transportation and USAFE Transportation jointly sponsored the testing of National Air Cargo/Atlas Air OSI2P software at Spangdahlem and RAF Lakenheath. This, the first OSI2P software module, proved so successful in testing that it has now been deployed operationally to RAF Mildenhall, Ramstein, Incirlik and Aviano.

Though difficult to quantify, the advantages of using I2P/OSI2P are generally estimated to produce an overall savings of from 12 to 15 percent based on significant reductions in man-hours, paperwork and billing cycle times. Reaction from base-level users of OSI2P has thus far been enthusiastic. Freight Flight personnel praise the ease of use of the system, and the obvious advantages it offers given today's reduced manning levels. In a time when we are trying to synthesize logistics functions to produce efficiencies, here is a system (CMOS combined with I2P/OSI2P) that brings Supply, Transportation, Accounting/Finance and commercial express carriers together to produce a powerful e-commerce transportation system in support of the war-fighter. And now it's available USAFE-wide.

Special Assignment Airlift Mission (SAAM) Request System

By SSgt Charles O. Higgins

USAFE AMOCC/XOLP

DSN 480-7166/7170

Recently, United States Transportation Command (USTRANSCOM) released its new web-based airlift request system, SAAM Request System (SRS). This system aims to reduce the validation process time. While SRS was designed with the requesting user in mind, the process has not changed. Users must still go through their service validator before submitting requests to the MAJCOM level. SRS allows users to log on via the Internet and completely file a DD Form 1249 (SAAM or JCS Exercise-Airlift Request) for the MAJCOM validators. It breaks down every section of the DD Form 1249 into easy-to-use, easy-to-read fields, in the format required to feed the Computer-Assisted Mission Planning System (CAMPS). Users load their requirements, and submit it. US Air Forces in Europe has implemented the use of SRS for all heavy and commercial aircraft requests that must be submitted to the USTRANSCOM SAAM Shop. For more information please contact your service validator or visit the SRS website at <https://140.175.5.204/srs/srswebcls/>.

WHAT YOU SHOULD KNOW BEFORE MOVING OVERSEAS

By Ms. Susan H. Barton

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"No one told me I couldn't ship my (_____)." This is a common refrain heard by Military Customs Inspectors (MCI) when informing members of restricted and prohibited items for US import. Switchblade knives, water pipes, obscene, pornographic material, ivory and firearms are just a few of the prohibited articles that members need to be aware of when returning to the US. Having once owned these items in the US does not mean it is legal to import the article back into the US.

Only a one-armed person can import switchblade knives or any knife with a blade that opens automatically. Spring-loaded knives are authorized only when the knife is Government Issued. Switchblade knives are readily available on the Internet and in many overseas stores. Their availability does not make them legal.

Water pipes are considered drug paraphernalia. If you own a water pipe as a decorative conversation piece, never intending to use the pipe for ingesting or inhaling a controlled substance or tobacco, it is still considered drug paraphernalia and illegal to import.

What is pornography? There is an old adage that answers, "Pornography is in the eye of the beholder." The US Customs definition of obscene or pornographic material is any pictorial matter devoted to the portrayal of penetrating sexual acts in any manner. According to DOD 4500.9-R, the US Customs definition does not include the mere exposure of genitals. US Customs prohibits all imports of obscene and immoral articles, books, pictures, films and publications.

Ivory is a restricted article. If you own ivory in the US, register the ivory with US Customs on CF 4457 prior to moving overseas. Ivory that is at least 100 years old can be imported with documentation that authenticates the age of the ivory. Without a CF 4457 or proof of age for antique ivory, all ivory acquired overseas and owned previously in the US requires import approval from US Fish and Wildlife Service.

Firearms are restricted and require import documentation. Most firearms owned previously in the US can be taken back with proper documentation. Certain assault-type rifles cannot be legally imported into the US, even with proof of prior US ownership.

The host nation laws of the country you are moving to should also be considered when packing up for your new duty location. The recent change for firearm owners in Germany highlights the importance of being aware of your host country laws. Many assigned members comment that they wish they had left their firearms in the US rather than comply with the new German law.

In order to legally own, use or transport a firearm in Germany, a person must first obtain a Waffenbesitzkarte (German Weapons Possession Card). You cannot import a firearm into Germany or purchase one after you are here without first having the Waffenbesitzkarte. Obtaining the card is a lengthy process and cannot be accomplished outside of Germany. Government regulations specific to your new command should also be consulted prior to packing up for your new home and upon your arrival. USAREUR Regulation 600-1 outlines the regulated activities of assigned members and their families. The regulation restricts the ownership and use of drug paraphernalia, switchblade knives, pornography and firearms.

Bottom line: If you are unsure or think you may not be able to bring an item back to the US, leave it in the US. Do not mail, hand carry or ship them to your new overseas duty station. At your new duty station, think before you purchase an item. Owning certain one-of-a-kind articles may be in violation of local regulations, host nation laws and illegal to import into the US.

CLASSIFIED SHIPMENTS TO DOD CONTRACTORS

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NCOIC Cargo Movements

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Here at Mountain Home, we decided that shipping classified assets to DoD contractors were just too expensive. The freight company used a standard pickup fee of \$600. Plus, there was a minimum shipment cost of over \$100. Something had to be done! The regulations had to yield the answer. AFI 24-201, Chapter 9, Paragraph 9.10.1.7 states, "Will not ship classified to, from or between a DoD contractor, unless it has been verified that the contractor has the required Defense Investigative Service (DIS) approval in accordance with DoD 5200.1-R." There lay the answer. We contacted DIS, renamed the Defense Security Service (DSS), to see if the DoD contractors we shipped to were cleared to receive classified shipments via GSA small package contract carrier service.

To our delight, the two contractors we inquired about were cleared and authorized to receive classified shipments. After providing some minor details to the DSS, they were kind enough to FAX us a copy of each authorization letter. This allowed us to make our first shipment using a GSA small package carrier.

The money saved was phenomenal. We researched a previous shipment of the same weight going to the same DoD contractor. The cost was \$937. Using the small package carrier, the cost was a mere \$93--a saving of \$844. We made 49 such shipments in 2002. We are looking forward to saving as much as \$40,000 annually in shipping costs. There were three side benefits in using a small package carrier. First, the shipping time was decreased from 2 days to overnight service. Second, we can now accept classified shipments 4 days a week, thereby improving service to our customers. Finally, we no longer need to prepare CBLs and DD Form 1907s (also eliminated filing requirements). It is important to remember the 150-pound weight limit still applies and the DSS approval letter does not allow the use of GSA small package carriers to AMC aerial ports.

I would like to extend a special thanks to Mrs. Joyce Clark. She is the customer service representative I dealt with at the DSS. Her knowledge and outstanding customer support made our quest very pleasant and timely. The phone number for Mrs. Clark is 1-888-282-7682, press 1, for assistance. Feel free to contact me if you have any questions.

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VEHICLE OPERATIONS

Driving at Northern Tier Locations

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INTRODUCTION

In the United States, pickup trucks, sport utility vehicles (SUVs), and minivans are classified as light-duty trucks (LDTs). Manufacturer production and consumer purchase trends suggest that Americans have shifted toward a significantly higher use of these vehicles for travel.

In 1999, approximately 60 percent of fatal highway crashes occurred on rural roads, with almost 79 percent occurring on rural roads and rural Interstates with speed limits of 55 mph or greater (U.S. Transportation Research Board). A vehicle rollover is a very complex event, heavily influenced by driver and road characteristics, as well as vehicle properties. The most important non-vehicle variable may be the speed at which the vehicle leaves the roadway, for which some of the driver and road use variables are only broadly indicative (NHTSA). An average of one-third of all motor vehicle crash fatalities nationwide result from single vehicle run-off-the-road (ROR) crashes, and two-thirds of these ROR fatalities occur in rural areas (U.S. DoT, Bureau of Statistics).

Air Force Space Command, as a sample of the American population, is no exception to these trends. LDTs are the most frequently authorized, as well as the most popular vehicles used to help safeguard Intercontinental Ballistic Missiles (ICBM).

BACKGROUND

Current Air Force licensing requirements allow a member with a state operator's permit to drive any LDT rated under 14,000 pounds gross vehicle weight (GVW), and under any condition. AFSPC has a relatively young and inexperienced cadre of vehicle operators who perform most of the driving at the northern tier locations (e.g., Minot AFB, North Dakota; Malmstrom AFB, Montana, and F.E. Warren AFB, Wyoming). The principal driver is a young security forces person with little, if any, driving experience in northern tier locations. Although exact figures concerning mileage driven by security forces personnel are unavailable, it is safe to assume they compose the majority of the miles traveled at these locations because of their duties and responsibilities for safeguarding ICBMs.

Since the road conditions over which the operator must travel are less than ideal, severe weather and road conditions are also contributing factors in AFSPC government vehicle mishaps; thereby compounding the accident rate. Nearly half of all accidents happen on unpaved or gravel surfaces. Of those that occur on paved surfaces, over 75 percent involve ice/snow on the roads. Although AFSPC cannot control the weather or the road conditions, 98 percent or more of the causal factors can be controlled. Complacency, inexperience, speeding and driving too fast for conditions are the most significant contributing factors to the number of AFSPC government vehicle rollovers. According to the National Center for Statistics & Analysis, nearly 25 percent of vehicle accidents involve an LDT, due to its higher center of gravity and shorter wheelbase. In fact, speeding--exceeding the posted speed limit or driving too fast for conditions--is one of the most prevalent factors contributing to traffic crashes (U.S. National Center for Statistics & Analysis). These factors combined with lack of discipline, speeding and road conditions, increase the potential of a rollover.

To reverse the negative trends in government motor vehicle (GMV) rollover mishaps experienced by (AFSPC) personnel in northern tier locations and correct a systemic problem, AFSPC and 20th Air Force looked to its past and reviewed, revised and implemented the Transportation Control Center (TCC). Although the mission remains the same as it was during the Strategic Air Command (SAC) era, the TCC operates completely different--it is now hi-tech.

TRANSPORTATION CONTROL CENTER (TCC)

Visit our site on the World Wide Web: <http://jppso-sat.randolph.af.mil/>

Twentieth Air Force personnel drive an average of two million miles per month over paved, unpaved and gravel roads in a variety of, and often severe, weather conditions to support the 20 AF missile alert requirements. Thus, the vehicles and required travel are viewed as an integral part of the weapon system.

To enhance the safety posture of all units within the missile complexes, the 20 AF/CC directed the missile wings to formally reestablish the TCC function and provide a single point for management of missile field travel. By monitoring vehicle dispatches, the TCC knows the location of all vehicles at all times within the missile complex and monitors/updates road conditions for dispatched personnel. During the SAC era, dispatched crews often forgot to call in their departure or arrival times, and the TCC was not provided location updates of vehicles enroute to their locations. Because of inadequate radio coverage, TCC personnel were unaware of serious accidents or incidents in the complex due to the incapacitation of the vehicle and/or crew.

For these reasons, 20 AF/CC requested automated support for the vehicle dispatching and tracking functions. HQ AFSPC in conjunction with 20 AF and the missile wings designed an architecture that automated this process. The addition of a geographical dimension to tracking vehicle movement will dramatically improve the quality and efficiency of decision-support, asset inventory, and status monitoring efforts. Once fully developed and implemented, the TCC will provide leadership and functional control centers, "real-time" graphical views of missile field vehicle travel (tailored route picture, on-demand access and real-time updates) and allow risk management decisions to be made using the best available data with on-demand access, while automating the process of vehicle dispatching and status monitoring.

TCC automation requirements include the application of Global Positioning Satellite (GPS) integration for vehicle travel in the missile complexes, a geographical interface, automated route planning, dispatching and tracking, and two-way messaging. Each vehicle that travels to/from the launch and missile alert facilities is fitted with a tracking device that determines the position of the vehicle with an accuracy threshold of 50 meters or less. The basic position fix is obtained via the GPS satellites, and the in-vehicle unit provides two-way messaging functionality. The vehicle units are capable of operating in severe weather conditions including a temperature range from negative 40°F to positive 105°F. The hardware installation is minimal following the initial vehicle configuration, thereby allowing easy transfer of the units to, from and between vehicles.

Going hi-tech, the TCC now has the ability to track all vehicle dispatches to the missile field complexes using two-way communications between the TCC and dispatching teams/crews, transponders, and integrated map display with automated database update capability. Each vehicle dispatched to the field will have the capability to be tracked. The capability provides encrypted text messaging, automated feedback and alert notification. It is a non-permanent, unobtrusive, tamper-proof system that refreshes at intervals of every 5 minutes or on-demand (Figure 1).

CONCLUSION

This effort was initiated with one primary objective in mind—*safety*. Travel within the missile complexes is routinely dangerous. Northern tier driving conditions are hazardous with many unpaved roads and sparsely traveled routes. Historically, 10-15 major vehicle accidents occur each year, resulting in 1-2 fatalities, 1-2 total disabilities, numerous injuries and over \$1M in vehicle damages. Many of these accidents will be prevented or significantly mitigated with this new system.

Since people are our most precious resource, AFSPC and 20 AF have significant concerns for the safety and movement of their vehicle operators. Although we recognize that reestablishing and automating the TCC cannot "prevent" accidents with any degree of predictability, we assume drivers will comply more fully with speed and safety requirements when they know that their driving characteristics are being monitored and recorded. Additionally, the system will certainly and significantly improve incident response times as well as overall status monitoring and situational awareness. Accordingly, we expect to reduce the number of vehicular mishaps while improving mission accomplishments and morale.

The ability to log trip activity will assist this command with safety investigations by providing accurate data regarding vehicle location, movement path, speed, time and date. Historically, each wing controlled, and will continue to control, their vehicles functionally (e.g., Missile Security Control directs SF vehicles, Missile Maintenance Operations Center controls MXG vehicles, etc.). Using filters, functional controllers will have a significantly enhanced operational picture of their own assets. A unique advantage to overall management is the fact that the TCC will have a near-real time overview of all wing vehicles, and thus be able to give senior leaders a more comprehensive operational picture of all, or specific, activities in the missile complexes....a welcomed and much needed capability, especially since the terrorist attacks of September 11, 2001 (Figure 2). More importantly, by using GPS technology, the TCC is well suited for assuring the ICBM mission continues to provide threat deterrence and protect our freedoms, so that a government established by the people and for the people shall not perish.

FIGURE 1

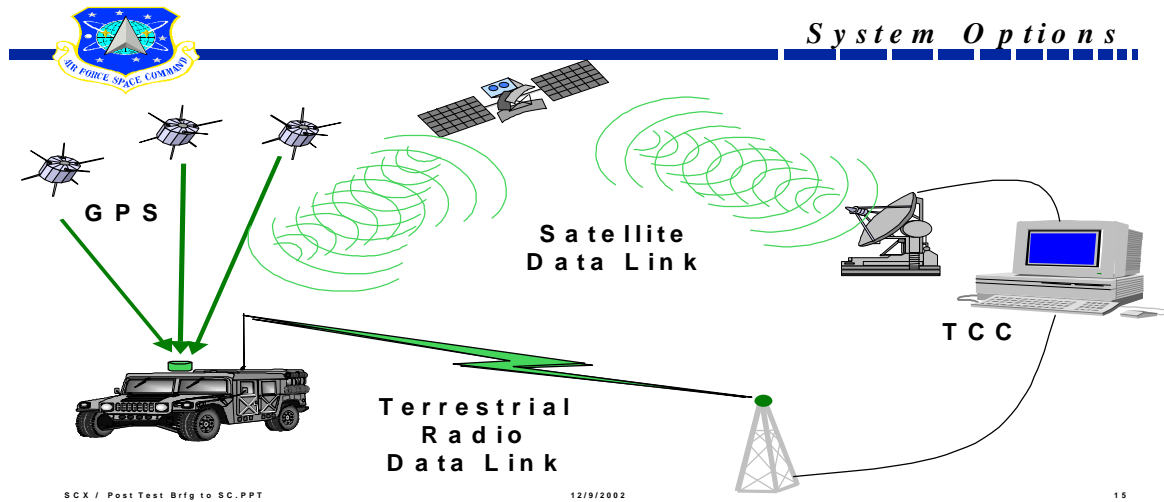
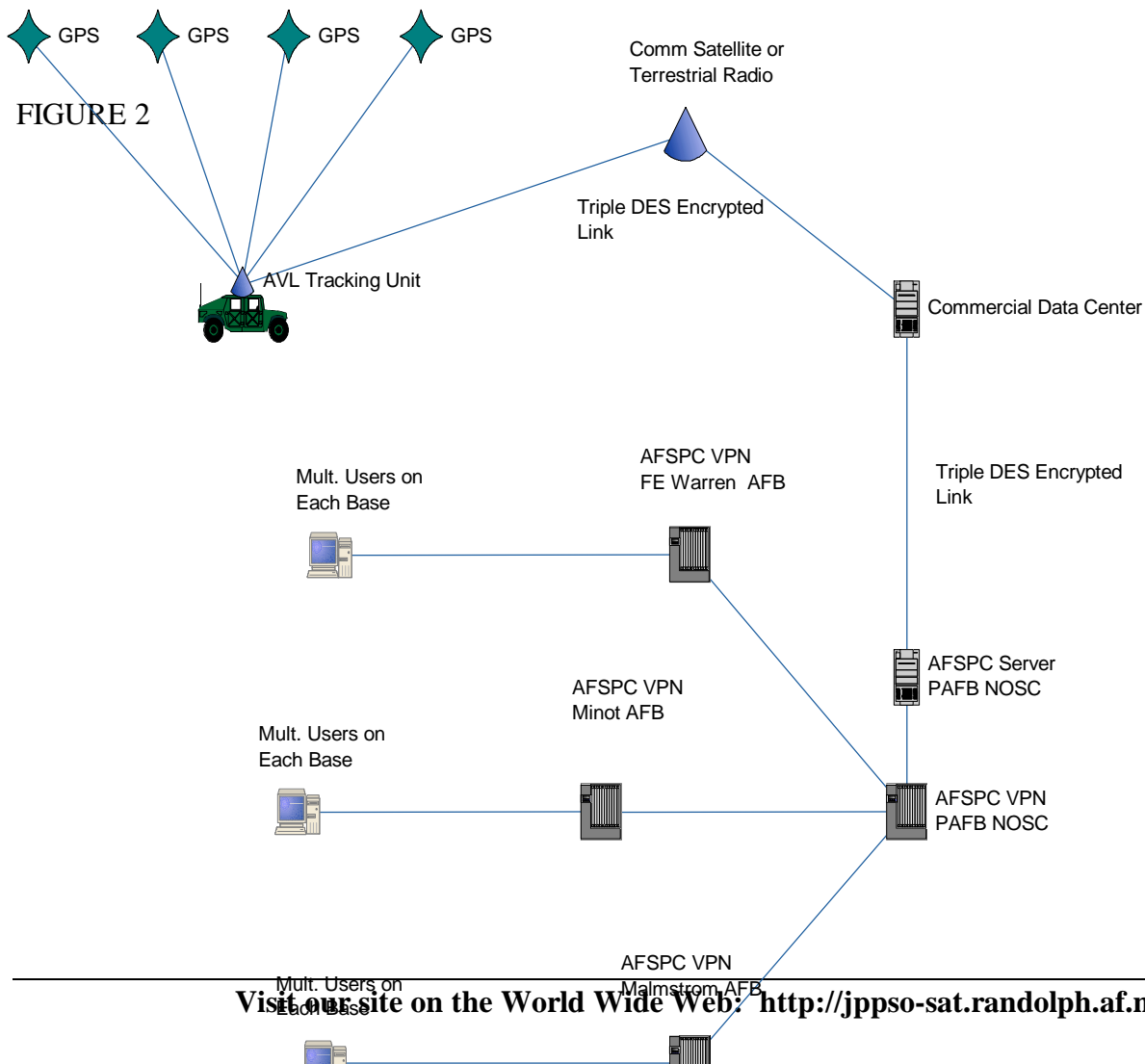


FIGURE 2



Modernization of Vehicle Management Systems

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We at HQ SSG/ILT Systems Program Office (SPO) provide Information Technology (IT) solutions to our war-fighters throughout the world. Our modernization effort encompasses the consolidation of Automated Fleet Information System (AFIS), Operator Licensing Module (CAFIS), MAJCOM Automated Fleet Information System (MAFIS), Dispatch Automated Fleet Information System (DAFIS), and On-Line Vehicle Interactive Management System (OLVIMS) into a single web-based program. This massive undertaking led to the division of our modernization effort into two increments: (1) Increment I – Dispatch, (2) Increment II – AFIS, CAFIS, OLVIMS, and MAFIS. You can find more detailed information at our web page at the following URL: <https://www.ssg.gunter.af.mil/olvims/index.html>.

Just this year, we have gone where no Logistics Automated Information System (AIS) has gone before. A total of 58 bases are now using the web-based Vehicle Dispatch Program (DAFIS). It has been deemed a success in that it consolidates data, provides A.F wide visibility, data integrity has been strengthened; and multiple users (excess of 100) can access the program simultaneously from any desktop/laptop with a windows operating system, Internet Explorer 5.5 (recommended), and an Internet connection.

Unfortunately, Increment II has seen some delays, yet there is light at the end of the tunnel. With advancements in IT, along with determining the best way to proceed with our modernization efforts, we are currently looking at multiple alternatives. These alternatives, “Buy It or Build It,” have been coined “OLVIMS--The Way Ahead.” We are currently performing a “Gap Analysis” in order to determine the capabilities/differences between commercial software and Inc II requirements. In addition to our modernization effort, we are performing 100% functionality and compatibility testing using OLVIMS under Windows 2000. We have made some advances, yet more testing is needed to ensure the war-fighter has a stable and secure environment. In respect to Windows 98 Operating System (W98), a waiver has been received for continued use of W98 until March 2003. For further clarification of the waiver, please contact your MAJCOM.

In this article, we have provided two important web sites that every user should have in his/her toolbox. The first web site, which requires user login, is the Air Force for Electronic Distribution of Systems (CEDS): <https://ceds.ssg.gunter.af.mil/login.asp>. Here you can find our application software. The second web site is: <https://www.ssg.gunter.af.mil/olvims/index.html>. Here you can find in depth background information on our Automated Information Systems.

Your first point of contact for system malfunctions is the Field Assistance Branch (FAB) @ DSN 596-5771. Please specify if the problem is on the web based or legacy programs.

LOGISTICS READINESS

"Our Challenges"

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“The US Department of Defense (DoD) logistics system remains too slow and expensive despite a push in recent years to scrap cumbersome military mechanisms in favor of commercial practices,” says defense and industry official (Jane’s Defense Weekly 27 February). Reported by Kim Burger, JDW Staff Reporter, Washington DC.

When the report was published, the Air Force logistics community and its core competencies were already being scrutinized under a program review being run by General John P. Jumper, AF Chief of Staff. The review is called the Chief's Logistics Review (CLR). Our senior leaders knew there must be a better way in structuring the logistical community to enhance and improve upon the logistical process we've been using for years. The CLR has forged the logistics community into gargantuan changes. Specifically, the way we mobilize, provide sustainment, reachback, beddown and re-deploy our forces have changed.

For years, the Air Force has relied upon different squadrons and wing agencies to plan, deploy, provide sustainment, and re-deploy our fighting units. Previously, many of these core processes were accomplished in a vacuum, and in frequent cases, plans were made without input from key players. One major segment the CLR looked into was the core competency needed to mobilize and sustain a wing's unit(s). What came from this is the current organizational structure of the Logistics Readiness Squadron. This new squadron is composed of the transportation and supply squadrons and Logistics Plans from wing staff. Each of these separate organizations had major "pieces of the pie" in mobilizing and sustaining a wing. Combining them placed the significant core competency management under one hat. This new concept would lead to a more agile, time definite and reliable logistics system.

Our challenges in this new organization are multifold. First, we had to merge three organizations into one (and continue the process). The normal implementation process was to be anywhere from 6 months to a year. However, the decision was made early to merge the Aviano Team, and "get on with it" with a target implementation date of July. This only left a few weeks for the transition team to "run" the checklists to ensure the new squadron could function. To avoid damaging confusion, key core competencies were identified and implemented first. This ensured day-to-day business wouldn't come to a grinding halt; then after the merger, we could concentrate on other key issues. Our first challenge was a complete success. We merged over 460 individuals into one working organization without missing a single beat in support of the wing and its mission. Alongside this operation, we were rolling in AF Reserve units to support us during this transition period. To the casual observer, nothing had changed and customers were still getting world class support from the loggies, transporters, supply folks, POL and many other behind-the-scenes heroes like the 1st Sgt and our Resource Manager, pursuing End-of-Year dollars in providing for the largest supply computer upgrade and replacement project in supply annals.

31st LRS Mission Description

"Delivers and sustains combat logistics readiness support through professional vehicle, supply, and fuels management. Plans and executes surface, rail, air and sea movement of passengers and cargo for the 31st Fighter Wing, geographically separated units (GSUs) and NATO deployed forces. Executes base's deployment operations while maintaining a robust capability to deploy personnel/cargo in support of AEF."

31st LRS Mission Statement:

"Execute Combat Mobility Readiness and Sustain Agile Logistics."

Our second challenge was to plan for the biggest deployment in the history of the 31st Wing. Planning was on going during the merger and transfer of knowledge and coordination had to "come over" without losing a single piece of paper. The planning was progressing for deploying one of our warfighter units and support personnel to Operation SOUTHERN WATCH (OSW) while simultaneously planning for the temporary relocation of the remaining flying units and their personnel to Decimoni, Sardinia, Italy. In total, the deployment involved over 75% of the wing personnel. We were also supporting US Central Command and US European Command warfighting commanders with personnel covering eight different locals. The planners had to ensure all aircraft and personnel were deployed on time and with the right equipment. Additionally, in an effort to alleviate manpower strains on the wing during this time of turmoil, LRS supported the mobilization effort with a near 95% reduction in support from the Wing READY Augmentation pool. (The great men and women of the READY team that were called upon to support the operations were a much-needed asset and will continue to be needed in the future to ensure a strong, available force multiplier.) To accomplish this, the planning and execution process used the triad of logistical assets at hand. This included the US Transportation Command's concept of operations, under the Defense Transportation System; land, sea and air. A few examples are: personnel were transported on military and commercial buses, flew on organic and commercial aircraft. Cargo for OSW deployed on C-5 Galaxies, while cargo for DECCI moved via C-130s, commercial trucks and ocean-going commercial ferries. Part two of this challenge will be the planning and execution phase of re-deployment and reception of the returning forces.

During the mobilization and deployment of the OSW forces, along with the units relocating to Decci, LRS deployed over 33% of its own personnel and now AEF 7/8 is on the horizon and taskings are flowing to the LRS, levying requirements to more of our highly dedicated and trained airman. Regardless, LRS's continuing challenge will be maintaining home station support with minimal reduction in services.

At a recent National Defense Transportation Association conference, the theme was: "Transportation Protects the Nation." This is what the new Logistics Readiness Squadron supports--a complete full spectrum logistical support package, covering the wide range from plans, supply and sustainment, to transportation. As the US Airlines have coined the phrase, "Hassle Factor," we've overcome the logistical "Hassle Factor" support problem for leadership...a one-stop shopping place as a Logistical Force Provider. This could not be accomplished without planners, POL, suppliers, transporters and our ability to partner with our commercial carriers. By continuing the favorable trend in partnering with the commercial sector, we can ensure that security and assets are available to support our mission. We will continue to challenge ourselves on how to improve the process and support to the combat warfighting unit(s).

31st LRS Vision Statement:

"We will grow into an Air Force-renowned organization through team work."

Many organizations like to say they are "At the Tip of the Spear." In logistics, and specifically the LRS, we're the shaft that supports the spear...we make things happen. Other than a few minor challenges we face, our most important and critical challenge is to build a trust among our supported units and leadership. This is not only for the Aviano Team, but also throughout the Air Force. The LRS is key to the wing's day-to-day operations, mobilization, sustainment, reachback, and overall planning in support of the warfighter. This is an overarching challenge that can only be met by trust. And, our last challenge will be to have fun in this ever-transforming environment..."Always Ready."

AERIAL PORT

AIR TRANSPORTATION MODULAR UTCs

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Modularization of the air transportation Unit Type Codes (UTCs) is complete. The UTCs were restructured and made modular to better meet the AEF's construct and provide significant flexibility to the air transportation tasking process. In the past, the UTCs were large and cumbersome to task, often designed around deploying an entire aerial port capability. Now, UTCs incorporate various areas of air transportation expertise into one UTC, but also allow that expertise to be broken out, or modularized, and tasked as a separate entity. Beginning in AEF Cycle 4, air transportation units will be tasked under this new UTC construct. This allows planners and executors to build the right-sized package with appropriate capabilities and less reliance on paring and tailoring. Ideally, this results in a tasking with fewer line remarks to obtain the actual desired capability. It also allows units to better define their training requirements. The new office e-mail accounts for HQ AMC/LGTR are ScottAMC/LG-LGTR-A@scott.af.mil for air transportation issues and ScottAMCLG-LGTR-G@scott.af.mil for ground transportation issues. Feel free to contact us at any time.

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PORT, AMC TEAM UP TO IMPROVE CAPABILITY FORECASTING

Visit our site on the World Wide Web: <http://jppso-sat.randolph.af.mil/>

By Capt Paul Zuluaga
723d Air Mobility Squadron

In a dynamic, fast paced environment, the ability of an organization to focus its limited resources towards workload requirements is directly proportional to its ability to predict those requirements quickly and accurately. Some organizations spend millions of dollars and countless man-hours developing tools to speed the flow of information. Thus, enabling accurate decisions to be made more quickly. Faced with a problem of overwhelming amounts of data and limited resources, the 723d Air Mobility Squadron, Ramstein AB, Germany, worked hand in hand with HQ AMC to develop a two-pronged process that provides their forecasters with accurate workload data much more easily and accurately than before.

ACCURATE, TIMELY FORECASTING IS CRITICAL

Forecasting airlift capability can be extremely challenging at AMC enroute stations. Maintenance problems, unpredictable weather, and Maximum on Ground (MOG) issues at any point along the route can significantly change aircraft arrival and departure times, as well as the mix and number of aircraft on the ground. These changes must be quickly disseminated to aerial port work sections so they can adjust to meet changing demands. Multiply these factors by the steadily increasing number of missions transiting the enroute stations and you're faced with permutations of a much greater magnitude. This condition was overwhelming the ability of the 723 AMS Capability Forecasting Element to publish a timely and accurate 3-day forecast.

NO SINGLE SOURCE OF DATA

The crux of the problem lay with time involved in compiling the data. The Global Decision Support System (GDSS) Station Workload Report provided most of the information needed by forecasters, but was lacking several key data fields required to make critical operational decisions. For example, mission priority and configuration were pulled from other GDSS products. Information also came from e-mails, phone calls, and personal visits by customers. Forecasters were forced to glean information from the myriad sources and manually transcribe the information into a stand-alone database, along with other specific mission data. This manual process required at least 6 hours of continuous research and keyboard input before a final 3-day forecast was published at 1500 hrs daily. Unfortunately, by 1500 much of the data collected for the forecast was 4-5 hours old and mission schedules had changed -- sometimes dramatically. Thus, the published forecast was a compromise between the time it took to provide the most up-to-date mission schedule and the time to collect specific mission information from other sources. If there were a way to input the mission schedule data automatically, it would free up time to gather specific mission information.

OUTLINING THE REQUIREMENT

Knowing the time required to compile data from multiple sources was the primary stumbling block. The Port Operations Officer and his forecasters keyed in on three main factors for improvement: 1) data sources, 2) data interface/system compatibility, and 3) a robust database application able to import the data, automatically consolidate it with other data fields and publish the forecast. First, since a large portion of the required data fields were resident in GDSS through various reports and functions--a report or function that consolidated all the data would eliminate numerous queries and data cross-matching. This by itself is a time/effort saver of great magnitude. Second and equally important, is the capability to receive the reports/data and use it for our applications or easily convert it to formats usable by our applications. Lastly, exists the need for an application capable of automatically populating a local database with pertinent data, match it with other data fields inputted from non-automated systems, accomplishing these updates without keystroke intervention, and then publishing the data in a user friendly forecast report.

TWO-PRONGED APPROACH

With this blueprint for success, the search was on for a solution to the Ramstein dilemma. The Squadron Director of Operations suggested looking into the feasibility of getting information from the Report Information Database Library (RIDL), with its variety of useful reports and the added functionality of the reports being easily converted into other formats. The forecasters reviewed several RIDL reports and, sure enough, the data easily converted into an Excel format. Unfortunately, none of the reports contained all the required data. So a two-pronged approach was adapted: contact the RIDL team to explain the port's dilemma and the need for the right data and format and concurrently develop a local database application.

THE RIDL TEAM

In mid-August, forecasters contacted Mr. Stuart Sauerbry and the RIDL team and explained the situation and what the port was looking for. The RIDL team immediately took on our dilemma as a challenge, and even started suggesting what we could do with the final product--concepts we weren't even thinking of when the process started. Their enthusiasm and responsiveness was superb as we worked through the early stages of defining our specific requirements, then testing their prototype reports, providing input to

refine the product, and finally deploying it into the general GDSS public. At every step of the way, nothing seemed impossible to the RIDL team. Everything we asked for, and more, was provided in the final product. At the end of September (roughly 6 weeks from start to finish), the RIDL team had developed the report that the port forecasters needed.

THE LOCAL TEAM

Concurrently with the RIDL software development team, a local database application needed to be created to utilize the RIDL data. Fortunately, a reservist from McChord AFB, WA, SMSgt Gordon Swarthout, mentioned his extensive work on database development back at his home base. He was tagged to head up the database development and application. Unfortunately, the reserves deactivated early, and his time with us was cut short. Faced with his departure at the end of September, he was reassigned full-time to developing the new database. His last duty was to implement the switchover from the manual data transfer system to his new automated program.

THE SWITCHOVER

At the end of September, the squadron switched, "cold turkey," from the old to the new program. Initial reaction to the new product ranged from indifference to frustration, largely because of its different look. Eventually each section accepted it, some more enthusiastically than others. Personnel have taken note of its greater accuracy and details. Since September, the database functionality has incrementally improved and linked to other initiatives in the Aerial Port because of its accuracy and availability on the squadron LAN.

SUCCESS STORY

The key to success has been the capability to almost instantaneously upload the most current mission information (from the RIDL report) and cross-match it with other researched data. This has given the cape forecasters more time to accomplish the true value-added process of linking disparate pieces of data to specific missions in the forecast. No more time is spent/wasted in the mechanical process of transcribing data from one automated system to another. With this improved tool the aerial port is in a better posture to apply the limited resources to critical points when needed.

SIDEBAR INFORMATION: RIDL

What is RIDL? No, it's not a quote from the Riddler in the old "Batman" TV series ("Riddle me this...."). The Report Information Database Library (RIDL) is the GDSS reporting tool that replaces the aging WWW Reporting application. Soon, RIDL will be the single repository for routine reports used by a wide range of GDSS users all over the globe. Reports can be generated for operational, logistical, functional, historical, geographical, statistical, analytical and fiscal purposes. In addition, RIDL can feed some GDSS data directly to interfacing systems.

RIDL is easily accessible to all fixed or deployed GDSS users via a web link at the GDSS Homepage (<https://gdss.scott.af.mil>). Reports can be tailored to meet specific user requirements through a full-time team of professional engineers that design, code, and test reports. These reports are extremely versatile and can easily be saved to Microsoft Office applications such as Excel and Word.

OTHER ITEMS OF INTEREST

AF Automatic Identification Technology Program Management Office (AIT PMO)

By Ms Rosalie Gibler

AF AIT PMO

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The Air Force Automatic Identification Technology Program Management Office (AIT PMO) at WPAFB has scheduled their educational seminars and focus forums for 2003. Dates are as follows.

19 March 2003 - Bar Code Seminar - Eglin AFB FL Officers Club

7 October 2003 - Bar Code Seminar - Randolph AFB TX Officers Club

15-16 April 2003 - Maintenance Forum - St Louis MO Airport Marriott

Visit our site on the World Wide Web: <http://jppso-sat.randolph.af.mil/>

24-25 June 2003 - Ammo Forum - St Louis MO Airport Marriott
26-27 August 2003 - Transportation Forum - St Louis MO Airport Marriott
4-5 November 2003 - Developer Forum - Montgomery AL Holiday Inn East

The AF AIT PMO hosts FREE Bar Code Seminars to educate potential users of AIT. Attendees are provided the latest information on bar code symbology options, scanning, printing, terminal options, and implementation procedures. Also included is information on other AITs (i.e., smart cards, laser cards, Radio Frequency Identification (RFID), and Radio Frequency/Data Communications (RF/DC). This one-day seminar is FREE to all Government personnel and includes AIT equipment demonstrations.

The objectives of the focus forums (maintenance, ammo, transportation, and developer) are to provide a common understanding of what AIT is and how it is being used and can be used in the future in the different functional areas.

You may view the AIT web site for more information - <https://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/LOA/>

AF AIT PMO web site: <https://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/LOA/> or public site
<http://www.afmc.wpafb.af.mil/HQ-AFMC/LG/LSO/LOA/> AIT Contracts web site: <http://www.eis.army.mil/AIT/index.asp>.

TRANSPORTATION-SUPPLY MERGER- MY THOUGHTS

By Mr. Ralph Wareham

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In the course of last year, when "Supply" and "Transportation" became archaic terms in the Air Force lexicon, and the Logistics Readiness Squadron (LRS) supplanted them, I and at least a few of my long-time transportation friends bemoaned what we perceived to be the untimely loss of our way of life: transportation.

Well, transportation's core values didn't and won't disappear, and our way of life will go on, albeit by a different title. As a long-time female transporter and friend reminded me recently, they can take transportation out of the Air Force, but they will never succeed in taking transportation out of its constituents: the transportation family. That, I believe, is a fact that we wouldn't want to be any other way. Transporters have served their organizations and the Air Force with consummate dedication and professional skill for all the decades since the Air Force became a separate branch of the military service. We won't cease providing outstanding service simply because our Air Force reorganized and re-titled our profession.

Transportation, to those of us who have served in it for 10, 20, 30 or more years, represents the very embodiment of the Air Force Core Values. In fact, integrity first, service before self, and excellence in all we do, might well have been derived from traditional transportation values.

It is my hope that my transportation colleagues will continue to stand tall, serving so very well, the Air Force and our country. Change may indeed be the only constant in life, but though they changed the name of our profession, they will never remove our transportation legacy of efficiency, efficacy, economy, dedication and professionalism. Transporters have always served with honor and distinction, and that tradition will not--must not--change....

So, Happy Holidays, Transporters, you've certainly earned it!!!

Dear MAPPER

By Mark and Amy Bishop

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If you missed the last MAPS Reunion in 2001, start planning to attend the next one in 2003! In all, we had over 70 people attend the last one and I think it's safe to say everyone had a great time. Here's the deal, we are looking at the end of July or the first week of August to hold the next one. We will firm up that date by the end of January to give everyone plenty of time to plan. Once again, we will have it out at our cabin in Wheeling, WV. There is plenty of camping space if you choose to pitch a tent or bring a camper. Also, there are motels less than 5 miles from the cabin. We have continued to make some improvements to the cabin and now have an additional 16' x 48' covered patio in case anyone was worried about getting wet.

More info will follow and we are planning to have a website so people can sign up, as well as get additional information. We will stick to the same plan as we did in 2001--Friday night Steak Fry and maybe a deep-fried turkey or two, and a Saturday afternoon/evening Hog Roast. Breakfast will be served on both Saturday and Sunday morning at the cabin for anyone that is awake and hungry. The cost per person will be \$25.00, which will include the Steak Fry, Hog Roast and breakfast, as well as all the beer you can drink both days. The entire menu will be provided on the website. No one should go hungry.

Rules of engagement are the same; you had to have been assigned to a MAPS unit --NOT a CMB, APMF or AMOG and must have been a member in good standing. We can show a little leeway with the good standing part but not the assignment!!! This is not intended to slight any CMB, APMF or AMOG people.

Please pass this on to any former MAPS members and have them contact Amy and I at abishone@aol.com. We would like to get a good head count by late June, but the sooner the better. We can then lock in motel rooms and order the food and such.

If anyone would like to help with looking into pricing and getting coins, hats and/or tee shirts, that would be great. If you have any other ideas for memorabilia, let us know. If anyone would like to develop a website, that would be outstanding.

Thanks again! We are looking forward to seeing everyone back, and hopefully lots of additional people. It would be great to break 100 people this year.

MEEP'S CORNER

Air Force Management and Equipment Evaluation Program (MEEP)

By Mr. Charles F. Batchelor

Chief, AF MEEP

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New Transportation Related Projects

1. Waste Oil Storage: Myers Waste Oil Storage System manufactured by King Metal Fabricators Ltd., 219 Waverly Road, Dartmouth Nova Scotia, Canada B2X2C3 Tel: (902) 434-7110 and distributed by H. O. D., Inc, 7 Badger Avenue, Natick MA, 01760, Tel: (508) 650-1120, website <http://www.hodinc.com>. The Myers Waste Oil Storage System is an above ground contained tank system engineered to provide long-term, safe and reliable storage of used oil and other environmentally hazardous petroleum products. Test Site: Luke AFB, AZ. Project NO. T02-24.

2. Accu-Pressure Safety Caps: The Accu-Pressure Safety Caps Manufactured by Accu-Pressure Inc, 2200E Oakland Park Blvd, Ft Lauderdale, FL 33306 Tel (800) 914-5005 website: <http://www.accu-pressure.com> is a new pressure tire monitor product, which will help drivers know when their tire pressure is low. Test Site: Randolph AFB, TX. Project NO. T02-26.

3. Stud Extractor 02-28: The Stud Extractor manufactured by Mayhew Tools, 19 Industrial Blvd, Turner Falls, MA 01376 Tel: (800) 872-0037, website <http://www.mayhew.com> is the only known stud tool available that will work with a 3/8" impact wrench. Test Site: Langley AFB, VA. Project NO: T02-28.

4. Hose Clamp Pliers: These unique hose clamp pliers manufactured by Mayhew Tools, 19 Industrial Blvd, Turner Falls, MA 01376 Tel: (800) 872-0037, website <http://www.mayhew.com>. Uses a flexible cable with a precision-machined clamp at the end to reach where other pliers cannot. Test Site: Langley SFB, VA. Project NO: T02-29.

5. Lazer Flare: The Lazer Flare is manufactured by Boss Innovation and Marketing, Inc P.O. Box 80970, Rancho Santa Margarita, CA 92688 Tel: (949) 888-6625 website <http://www.lazerflare.com> is an electronic emergency safety signal. It provides a powerful steady flashing red or amber light visible for over a mile, making it ideal for a variety of nighttime traffic control activities. Test Site: Lackland AFB, TX. Project NO. T02-30.

6. Pressure Handle: Pressure Handle manufactured by Pressure Handle, Inc., 360 N. Fir Villa Road, Dallas, Oregon 97338, phone (503) 831-1309, website: <http://www.pressurehandle.com>. The Pressure Handle is a tool designed to replace the dead handle on many ½" and ¾" pneumatic or electric drills. It has a 30:1 gear reduction and #4 chain that pulls your drill into its work. Test Sites: Andersen AFB, Guam, Ellsworth AFB, SD and Montana ANG, MT. Project NO: T02-31.

7. Windshield Washer System: The Hotshot heated washing system is manufactured by Microheat Inc., 27611 Halsted Road Farmington Hills, MI 48333 Tel: (248) 489-2400 website: <http://www.microheat.com> is a state-of-the-art device for electronically heating auto washer solvent. Test Sites: Fairchild AFB, WA and Fairford AFB APO AE 09469-5200. Project Number: T02-33.

On-Going Transportation Related Projects

These projects are in the final phase of completion. The test results will be publicized in the next issue of the Transformer and the Consolidated Status Report.

1. Bead Breaking System: BOA Constrictor, Hammerless Bead Breaking System distributed by Gaither Tool Company, 2255 W. Morton Ave., Jacksonville, Illinois 62650, website is <http://www.Gaithertool.com>. The Patented BOA Constrictor is a Hammerless Bead Breaking System that enables a technician to easily break the bead for tire removal. It attaches to all standard air lines and literally "squeezes" the tire bead away from the wheel by creating a vacuum inside the tire. Test Sites. Nellis, Moody and Davis-Monthan AFBs. Project No. T02-15.

2. Distance Measuring System: The Distance Measuring System (DMS) 2000 is manufactured by Sheffield Partners L.L.C. 1921 Lake Shore Drive Michigan City, IN 46360. <http://www.sheffieldpartners.com/>. The basic unit consists of a mirror and two sensors that are installed on back of the vehicle. Using ultrasonic, the sensors detect the nearest obstruction and show the driver how close the back of the vehicle is to an obstruction. The read-out range (9.9 feet to 1 foot) on the LED is displayed on the driver's outside rearview mirror. Test Site. Keesler AFB, MS. Project No. T02-17.

3. Cordless Impact Wrenches: The Cordless Impact Wrenches (Models CI-190 and 192) manufactured and distributed by ZNEX Performance Tools, 225 Pacific Street, Pomona CA 91768. Telephone number (909) 598-8578, Fax (909) 598-0830, website: www.znex.com. The CI-190 is a ½ inch drive unit that has 19.2 volts and provides a maximum torque of 110 ft-lbs with 3300 impacts per minute and weighs 5.1 lbs. The CI-192 is also a ½ inch drive unit that has 19.2 volts and provides a maximum torque of 220 ft-lbs and is advertised as an excellent tool for removal and tightening of car wheel lug nuts. Test Site: Whiteman AFB, MO. Project No. T02-20.

4. Jack Forklift: The Fork Lift Jack Model LTJ manufactured and distributed by Meyer Hydraulics, 512-22 W. Burr Oak Street Centreville, MI 49032. Telephone number 1-800-253-2076. Website <http://www.meyerhydraulics.com>. This jack is specifically designed for Forklifts and has the following features: (a) Convenient handle (b) Interchangeable standard pump (c) Deep reaching lift pad w/slip resistant teeth (d) Large wheels for easy transporting and positioning. Test Site. Whiteman AFB, MO. Project No. T02-21.

5. Magnet Paint: The Chassis Saver Rust Preventive Paint manufactured by; Magnet Paint and Shellac CO., Inc 336 Bayview Avenue, Amityville, New York 11701, 1-800-922-9981; is a low odor, high build, single component chassis paint; and underbody coating that the manufacturer claims provides unsurpassed rust, and corrosion protection. Web site: www.magnetpaints.com. Test Site: Langley, Kadena, and Lajes AFBs. Project No. TO2-22.

6. Seat Belt Shift Lock: The Seat Belt Shifter Lock is manufactured by D & D Innovations, Inc., 24361 Greenfield Suite 202 Southfield, MI 48075. Telephone (313) 506-2538. Web Site. www.seatbeltshifterlock.com. The Seat Belt Shift Lock (SBSL) is a

state-of-the-art electronic control module designed to ensure and promote responsible and proper seat belt usage. The SBSL module will physically prevent the vehicle from shifting out of PARK until the driver, and, or passenger's seat belts are fastened. Test Site: Moody AFB, GA. Project No. T02-22.

7. Brake Wagon: The Brake Wagon Model MCMW-1 is manufactured and distributed by Mobile Clean, 926 Tinker Avenue, Vinton VA, phone 1-888-848-5216. Website: <http://www.mobilecleancorp.com>. The Brake Wagon is a solvent free, 15 gallon capacity portable wagon type tank mounted on quality caster type wheels that maintains constant cleaning solution heat to 118 degrees and has reusable filters and removable sink for easy cleaning. Test Site: Nellis AFB, NV. Project No., ET02-14. Project will close Jan 03.

8. T-Rail Flooring System: The T-Rail Flooring System, made by Rumber Materials Inc., 621 West Division Street, Muenster, Texas 76252; phone: 1-877-786-2371. Website: www.rumber.com. The T-Rail Flooring System features Rumber boards (decking on heavy construction trailers) with 1/4" T-Rail welded to 24" cross-members. Rumber boards are made from 100% recycled tires and plastics and is reputed to be an excellent substitute for wood as flooring on equipment trailers. Test Site: Hurlburt Field, FL. Project No., C02-04. Project will close Oct 03.

Note: Information about all MEEP projects (Transportation, Civil Engineer/Environmental, other non-specific and Special projects) can be found in the Consolidated Status Report on the HQ USAF/ILT web site <http://140.185.52.73/ilt/iltv.html>.

Questions may be directed to any member of the MEEP staff. Mr. Charles Batchelor, Mr. James Harley, Mr. Russell Craig, Mr. Ronnie Ward or Mr. Jeffrey Grages at DSN: 574-4410/4408. COMM: (757) 764-4410/4408. FAX: 4415 or by e-mail: charles.batchelor@langley.af.mil. The email extensions are the same for all.

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THE TRANSFORMER

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(1) Email. (2) Fax. (3) Mail disk with article in plain text or Word.
All articles must be submitted

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